been revolutionary. Even with this qualification the Chinese have proved adaptable—much more so than have the Japanese. As manual laborers they have been industrious, frugal, and capable of withstanding great hardships. As merchants and artisans they have been enterprising and persistent. As a race, they have displayed great capacity for survival and multiplication, qualities which have given them an advantage in competition with other peoples.

In the past three centuries the Chinese have spread into many and widely scattered regions. They have pushed into Inner Mongolia and lately their settlement in that area has been recognized by the creation of the new provinces of Jehol, Chahar, Suiyuan, and Ninghsia. The Mongols, as we said in the last chapter, often resent this Chinese settlement.

Chinese have poured into Manchuria by the million. During most of the years of the greatest strength of the Ch'ing dynasty, the Manchu rulers attempted to reserve the larger part of their ancestral home for their own race. They long tried to keep the Chinese out entirely, and, when that proved futile, to restrict the immigration to certain sections, chiefly in the province of Fengtien. Yet considerable numbers of Chinese filtered past the barriers set up by the Manchus into some of the most fertile portions of the forbidden districts. For years, although there were many permanent settlers, much of the migration into Manchuria was seasonal—made up of laborers, chiefly from Hopei (Chihli) and Shantung, who went north for the months when they could find work on the farms and in the winter returned to their homes. By 1900 there were probably only between ten

and fifteen million people in all Manchuria (and perhaps much less), although of these the majority seem to have been Chinese. In the twentieth century the population has greatly increased. One estimate placed it at twenty-two and a half millions in 1920 and in 1927 at more than twenty-six millions. In 1932 it was estimated as being thirty millions. Of the thirty millions all but about two millions were Chinese or assimilated Manchus. This growth was due partly to the improved transportation afforded by the railways and steamships, partly to labor recruiting agents from Manchuria, including representatives of the Japanese mines, partly to the opening of new lands, and partly to the